

MESSAGE FROM THE BOTTOM OF THE SEA.

"All's well aboard the Octopus and Lake. We come up about 4 p. m."

"CABLE (Captain)."

The telegram printed above was signalled from the Octopus to-day as she lies submerged off the coaling station at Bradford, R. I., and received in the BOSTON AMERICAN office a few minutes later.

"A Dollar Saved Is Two Earned"
THE AMERICAN WANT ADS.
Tell You Where to Earn and How to
SAVE DOLLARS—Read Them!

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CLOUDY TO-DAY AND TO-MORROW.

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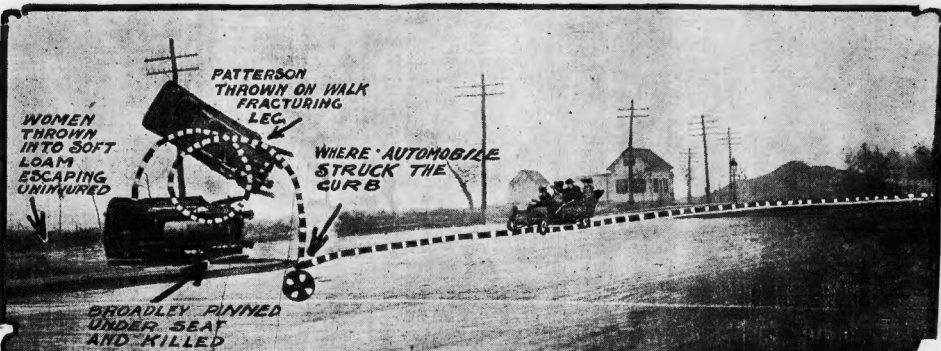
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PHOTO-DIAGRAM SHOWING HOW AUTO PLUNGE KILLED MAN

By the overturning of a big touring car near Wellington Bridge, John F. Broadley, a Salem manufacturer, met instant death as the auto turned a somersault. Three women and another man in the party, who were driving at a terrific pace from Somerville toward Malden, were also badly hurt. The fatal auto is here shown as it lies, ruined, by the road.



Three Women and Man Hurt; Manufacturer Is MR. MELLE IN AUTO CRASH

John F. Broadley, of Salem Meets Instant Death as Auto Is Wrecked in Malden.

By the overturning of a big touring car, running at terrific speed, near the Wellington bridge, early today, John F. Broadley, of Salem, who was driving the motor, was instantly killed, his skull being fractured; Anne Patterson, of Malden, suffered a fractured leg; Mrs. Elsie Dacey, of No. 10 Hubbard street, Malden; Mrs. Josephine J. Brock, No. 107 Highland avenue, Malden, and Miss Margaret Quinn, of Highland avenue, Malden, were badly hurt.

The auto was returning from a social gathering in Somerville, and the machine was traveling at a swift pace in the darkness along the road toward Malden when the driver lost control of the machine. It applied the brakes suddenly and the machine skidded into the curbside, throwing the driver and passengers into the air, which it did their escape from. Mr. Broadley landed on his head and back, with his head pinned under the seat of the machine turned over on its side. His death was instantaneous, and the women picked themselves up and sat on the ground, looking on in amazement. The car was a big touring car, and it was estimated that it was worth \$1,000. The car was a 1907 model, and it was a very fast car. The driver was a well-known manufacturer, and he was a very successful man. The accident was a very serious one, and it was a great loss to the community. The women were all very young, and they were all very beautiful. They were all very well educated, and they were all very intelligent. They were all very kind, and they were all very generous. They were all very brave, and they were all very strong. They were all very good, and they were all very kind. They were all very beautiful, and they were all very intelligent. They were all very kind, and they were all very generous. They were all very brave, and they were all very strong. They were all very good, and they were all very kind.

and lives at No. 12 Adams street, Malden. Mr. Broadley was president of the Salem Shoe Stock Company. He was forty-five years of age, and he was a very successful man. He was a very kind, and he was a very generous. He was a very brave, and he was a very strong. He was a very good, and he was a very kind.

Bought Auto Few Days Ago. Mr. Broadley has always been interested in automobiles, and he was very fond of driving. He was a very successful man, and he was a very kind, and he was a very generous. He was a very brave, and he was a very strong. He was a very good, and he was a very kind.

1 DEAD, 2 WOUNDED IN JEALOUS FIGHT

Driver Loses Control as the Auto Plunges Through Darkness at Frightful Speed.

Frank, in; George, eight, and Charles, six years. In July, 1904, a son, John H. Bradley, was killed by a car while coasting from his father's car into the street. Mr. Broadley never recovered from the shock of his son's death. He was a very kind, and he was a very generous. He was a very brave, and he was a very strong. He was a very good, and he was a very kind.

ARRAIGN 5 MEN FOR BEATING A POLICEMAN

MR. MELLE AUTHORIZES "INTERVIEW" ABOUT HIS BUSINESS IN BOSTON

President Charles H. Mellen to-day gave the following to the BOSTON AMERICAN relating to his business in Boston:

He was exclusively answered by the numerous newspaper statements directly and indirectly purporting to come from him and takes this occasion to say:—

He has given no statement regarding the relations of his company to the Boston & Maine to anyone, nor has he discussed Mr. Tuttle's connection with the rumored combination.

Neither has he made any plans in view of the proposed merger. He has had no negotiation looking to the control of the Boston & Worcester.

He has no negotiation in progress with Mr. Morse nor any agreement regarding rates or service.

He does not know whether Mr. Morse is to start his passenger boats between New York and Boston or not—he would be glad of reliable information upon this subject.

He has not called upon Mr. Tuttle—not because he would not like to, but because there is no business that calls for it, and he is not here for social engagements.

The companies with which he is connected have no stock ownership in the Boston & Maine and there is no reason for him to interest himself in that company's affairs, and he has not done so and hopes there will be no occasion for him to do so.

There is little sentiment in connection with his business, and he is not consumed with a desire to dominate Boston & Maine affairs because of his former connection with the property. He has ample business with which to occupy all his time and seeks only to be allowed to handle that with as little advertising as may be found necessary.

Boston, May 16th, 1907.

THE WEATHER.

Partly cloudy to-night and Friday; light southwest winds.

High tide—12:13 p. m. Sun rises—4:22; sets 8:50. Moon sets—10:50 p. m.

Political friends of Robert G. Proctor, who for thirteen years was the secretary of the Boston & Worcester Railroad, and who is now in the hands of the law, are said to be at the District Attorney's office to-day.

Beaten Disappointed. Proctor's defeat at the polls, which he had expected to win, has been a great disappointment to him. He has been a very successful man, and he has been a very kind, and he has been a very generous. He has been a very brave, and he has been a very strong. He has been a very good, and he has been a very kind.

Plan to Make Boston Way Station on the New York, New Haven & Hartford System Is Enthusiastically Approved.

That Boston is destined to become a way station between this section of the United States and New York through the merging of the New York, New Haven & Hartford and the Boston & Maine railways, and that John F. Fitzgerald, the bigger, busier and better Mayor of the Hub, is jubilantly in favor of it, is the latest development of the plans of the New England octopus.

The Mayor endorsed the merger plan with a glow of enthusiasm in his face, after he had been at a prolonged conference with President Charles H. Mellen in his private office in the South station. Henry M. Whitney was also present. He represents the American Express Company, which owns 30,000 shares of the Boston & Maine stock. Mr. Whitney is a merger man of much adroitness and experience.

The Mayor, in relating what happened, declared that the Boston & Albany would take the Park Square station. He was much pleased at this prospect. It cost the city of Boston \$3,000,000 in building the South Terminal Station to help accommodate the Boston & Albany at this end of the line. Now the city is to have the pleasure of spending some more money to get another terminal.

"Good News," Says Mayor. Mr. Mellen is in the city today putting the finishing touches on his latest work in building a tunnel under the harbor, which will connect the city with the mainland. The Mayor is very much pleased at this prospect.

More Dock Room Needed. "President Mellen has a plan in mind to build a new terminal in the city, which will be a great help to the city. It will be a very good, and it will be a very kind. It will be a very brave, and it will be a very strong. It will be a very good, and it will be a very kind.

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